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Hongkong Daily Press.

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No. 14,565 號伍十陸 伍千四萬一第 日三初月壹十年十三緒光 HONGKONG, FRIDAY, DECEMBER 9TH, 1904. 五拜禮 號九月式十年四零百九千一英港香 PRICE, \$3 PER MONTH.

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[a1365]

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Hongkong, 5th August, 1904. [1912]

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Hongkong, 1st September, 1904. [a2866]

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Hongkong, 7th October, 1904. [a621]

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WINE AND SPIRIT MERCHANTS,

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Hongkong, 8th December, 1904. [a35]

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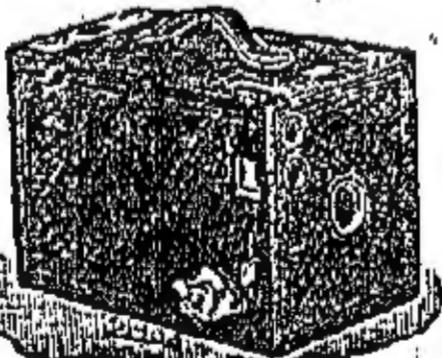
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Hongkong, 15th August, 1904.

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23 and 25, QUEEN'S ROAD.

Europe and the Far East, by Douglas	\$5.90	CHRISTMAS NUMBERS—LARGE VARIETY.
Whosever Shall Offend, by Marion Crawford	1.75	ANNUAL VOLUMES.
Chinese Business Methods	9.00	DIARIES, CALENDARS, &c.
Veterinary Notes, by Hayes	13.00	
Stable Management, by Hayes	9.00	
Modern Polo, by Hayes	12.50	LINCOLN'S MECHANICAL ENGINEERING
Adventures in Tibet	9.00	10.50
Sand Barred Ruins	5.50	THE GREY CLOAK
Every Man His Own Lawyer	5.00	1.75
Reed's Engineering-Hand Book; 2 Vols.	10.50	Mid-Atlantic
SCRAP ALBUMS.		1.75
NEWSPAPER SCRAP BOOKS.		Golden Lotus
POST CARD ALBUMS.		Byeways of the Empire
NEW LARGE STOCK OF TECHNICAL BOOKS.		1.75
King Edward's Cookery Book	2.80	Abess of Vlaye
Hock Edward's Drawing for Engineers	5.90	4.20
Mackrow's Pocket Book	9.50	Modern Billiards
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FIRST-CLASS AND UP-TO-DATE.

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Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

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THE PEAK HOTEL.

Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUDDELL STREET.

[a314]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fan (if required).

Electric Passenger Elevator to each Floor.

Table D'Hoté at separate tables.

For Terms, &c., apply to the MANAGER, Hongkong, 10th June 1903. [a1802]

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A FIRST CLASS HOTEL Situated near the Banks and Principal Offices. Excellent Cuisine and Wines. Large and Loftty Rooms. Elegantly Furnished. Hydraulic Elevator, hot and cold water throughout.

Special Rates for Tourists.

Launch Service for Guests.

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Hongkong, 31st October, 1902. [a48]

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HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home.

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Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. One steamer (s.s. *Heungshan*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOAVISTA".

For Terms, apply to THE MANAGER.

[a24]

MACAO

AND

CANTON HOTELS.

A LITTLE CHANGE.</h4

ROMAN CATHOLIC FESTIVAL.

JUBILEE OF THE IMMACULATE CONCEPTION.

Yesterday the Roman Catholic community of Hongkong fittingly began the celebration of the Jubilee of the proclamation of the dogma of the Immaculate Conception. This week has been set apart by the Pope for this celebration in every part of the world where the Roman Catholic faith is professed. Hongkong not being a Roman Catholic city, of course, the celebrations are not carried out on such an extensive and elaborate scale as in Macao and other Catholic cities. The Catholic community of Hongkong, composed mostly of Portuguese, are taking a loyal part. Subscription was started to defray the cost of carrying out the celebrations, and a sum of \$2,300 was collected. A committee was formed to make the necessary arrangements, and their efforts were crowned with success. The decorations of the interior and exterior of the Cathedral and Campanile at Gleneau were very fine. The interior of the Cathedral after being lime-washed was plainly but tastefully decorated with a profusion of palms and plants in pots from the Botanical Department and fresh flowers, while the arches along both sides of the nave were draped with blue and white festoons, the whole surmounted by an immense crown in the centre of the aisle also draped with blue and white cloth and illuminated by tiny electric bulbs. The main altar, where the full size statue of the Blessed Virgin was placed under a gilt canopy, received special attention from the decoration committee, the granite columns on both sides of the altar were entwined with white artificial flowers, while the arches were also draped in the same manner as the nave. The halo around the Virgin's head was of gold and silver set with real gems, and being illuminated by electricity the refraction of light through the gems produced very beautiful prismatic effects. The halo was presented by a few Portuguese ladies and gentlemen—the value of the gold and silver alone is \$400. The arrangements outside of the Cathedral for the illuminations were also very tasteful. The Cathedral building was illuminated by numerous Chinese lanterns. On the facade of the Campanile there was a transparent image of the Virgin surmounted by the device *Ave Maria* and a crown all illuminated by coloured electric bulbs. The effects produced were magnificent.

THE SERVICE.

The service commenced in the morning by a solemn high mass at 8 o'clock; the officiating priest was the Rev. P. de Maria, assisted by all the Roman Catholic priests in the Colony. The congregation was a large one and almost filled the Cathedral. The music of the mass was very well sung by a special choir under the leadership of the organist, Mr. O. Baptista, and accompanied by the members of the *Sociedade Philharmonica*. The music was by Mercadante. The service was solemn and impressive. In the afternoon the service started at 4:30 with a sermon, followed by an imposing procession around the Cathedral compound, which was followed by the congregation, the boys of the St. Joseph's College, the girls from the Italian and French Convents and members of the various religious confraternities. The Band of the *Sociedade Philharmonica* again supplied the music. The service concluded with the Benediction. The attendance during the afternoon service was even larger than that in the morning. Special seats were reserved for the following consuls of Roman Catholic nations: Senhor Conselheiro Romano (Portugal and Brazil), Chev. Z. Volpicelli (Italy), Monsieur G. Liotert (France), Senor D. A. Pierre Marti (Spain), Monsieur T. H. Hamman (Belgium), Monsieur Nicholas Post (Austria-Hungary), Senor D. Eduardo Muell (Peru), Comendador J. J. Leiria (Vice-Consul, Portugal), Mr. F. D. Barretto (Mexico), Senor D. Bognedo (Chili), and Dr. A. B. Zanetti (Cuba). In the evening there was general illumination of the Cathedral and the Campanile. A large crowd of spectators assembled in the compound to witness the illuminations, and they were enlivened by the Band of the 110th Mahratta Infantry who played a selection of music. Various Roman Catholic buildings and institutions were also illuminated. Among these we noticed the Ituan, French and Spanish Mission houses, the Italian and French Convents, the Club building of the Catholic Union, the St. Joseph's College, the Club Lusitano, the residence of Senhor Romano, and various other private residences. To-morrow afternoon at 4 o'clock the ceremony of the laying and blessing of the foundation stone of a new church at Kowloon to be dedicated to the Virgin will take place. The church will be built on the ground belonging to the Italian Sisters of Charity near the Gun Club Hill, and is the munificent gift of Dr. A. S. Gomes, an old resident of this colony, who has, for the last few years, been residing at Kowloon. The celebrations for Sunday next (the concluding day of the Jubilee) will be the same as on Thursday in the morning, and in the afternoon, instead of the procession, a Te Deum will be sung at 5 o'clock, concluding with the Benediction. In the evening there will again be illuminations. We understand that the Bishop of Canton, Monsignor Merel, will officiate at the Sunday service.

The Cathedral will be open to members of all creeds between the hours of ten and four o'clock daily, until Monday next.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 8th at 11:30 a.m. The barometer has risen rapidly in northern China, but elsewhere there is a very little change of pressure.

Gradually becoming steeper upon the coast of China and fresh N.E. monsoon may be expected in the Formosa Channel and moderate monsoon in the northern part of the China Sea.

Forecast—light and increasing N.E. winds, fine.

SUPREME COURT.

Thursday, 8th December.

IN BANKRUPTCY.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE).

CHAN KWAI PAN EX PARTE TANG TSUI L. Mr. Barlow applied for adjudication, the Official Receiver being appointed trustee. There being no objections His Lordship made out an order.

LUK KUK CHOW EX PARTE CHIN HOK LAM. Mr. Bailey appeared for the debtor in this case and a similar order was made.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SERCOMBE SMITH (PUISE JUDGE).

FUNG TSOI V. THE HONGKONG ELECTRIC TRAMWAY CO. LTD.

The plaintiff sued the defendant firm for \$30.58, wages due. Mr. O. D. Thomson appeared for the plaintiff; Mr. H. W. Looker for the defendant.

Mr. Thomson explained that the plaintiff had been an employee of the defendant firm.

Mr. Looker raised the point as to whether His Honour had jurisdiction—Ord. 45, 1902, Sec. 12, related to employers and servants. There had been a great deal of trouble about that time. The ordinance was passed in order that an employer might have more summary powers. He submitted that all this question of wages had to be determined by a magistrate.

Mr. Thomson said that His Honour had power under Sec. 24.

His Honour to Mr. Thomson—You are suing for payment of certain wages, and there has been a breach of contract.

Mr. Looker said that the Company was withholding wages as fines for misconduct. The plaintiff had been fined ten days' pay for five days' absence without leave, three days' pay for allowing another man to take the wheel for him, and other fines.

The plaintiff deposed: I was formerly employed as a driver in the Tram Co. from 1st July to 12th November. I was paid at the rate of \$6.92 per week. I was absent for a week on leave. The balance of wages due to me are \$6.58.

Cross-examined—When I entered the employ of the company I agreed to abide by the rules. There is no rule forbidding motor men to allow others to operate the car. I have read most of the rules saying that motor men are not allowed to interfere: I have not read it before; no time. I have not read the book; I am not able to read much. On at least six occasions I had fines deducted from my wages, for breaches of rules. I complained. When I joined no rule about suspension was read to me.

His Honour, as a recommendation, said the rules wanted revising. It was not stated in them what fines would be levied for acts of misconduct. The rules, in fact, ought to be consolidated and made specific. He gave judgment, nevertheless, for the defendant firm, with costs.

POLICE COURT.

Thursday, 8th December.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

CAUGHT IN THE ACT.

As a Chinese lady was walking along Queen's Road Central yesterday, a boy stealing up behind her, snatched a gold hairpin from her head, and was making off with it when he was overtaken by an Indian constable, who had witnessed the proceeding. On appearing before the Magistrate he was sentenced to three months' hard labour, six hours' stocks, and two doses of the birch, 12 strokes in each dose.

OPIMUM THEFTS.

An employee of the Opium Farmer was charged on two counts with the larceny of opium. On the first charge he was sentenced to 21 days' hard labour and six hours' stocks, and a further 14 days was added to this sentence on the second charge.

THE MATAUKE ARMED ROBBERS.

These men again appeared before the Court. After the hearing of further evidence they were committed for trial at the next Criminal Sessions.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN REServoirs ON THE 1ST DECEMBER.

LEVEL.

1903. Below overflow. Above overflow. Tytam 9 ft. 7 in. 0 ft. 0 in. Blow overflow. Bywash 28 ft. 1 in. 4 ft. 7 in. Fokfulam 13 ft. 0 in. 10 ft. 8 in. Wongneicheng 16 ft. 2 in. 4 ft. 22 in. STORAGE GALLONS.

1903.

1904. Tytam 397,725,000 385,160,000 Bywash 37,915,000 42,680,000 Wongneicheng 12,816,000 Total 358,456,000 427,840,000 CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF NOVEMBER.

1903. 1904.

Consumption .. 119,670,000 123,229,000 gallons Estimated popu- lation 221,390 226,000 Consumption per head per day 18.0 18.2 gallons

CONSUMPTION OF WATER IN KOWLOON PEN-INSULA DURING THE MONTH OF NOVEMBER.

1903. 1904.

Consumption .. 13,465,000 15,682,000 gallons Estimated popu- lation 64,900 70,700 Consumption per head per day 6.9 7.4 gallons

The Government Analyst reports that the water is of excellent quality.

P. N. H. JONES.

Water Authority.

A PORT ARTHUR REFUGEE IN SINGAPORE.

The *Straits Times* on the 1st instant had the following interview.

M. Jean Chaffanjon of Port Arthur, Chargé de Mission Scientifique, Laurent d'Institut de l'Academie des Sciences, and correspondant du Musée de Paris, who has just arrived in Singapore from the beleaguered town in the North, is stopping at Raffles Hotel. He gives an interesting account of the progress of its siege by the Japanese. M. Chaffanjon escaped from Port Arthur in a junk which successfully eluded the Japanese warship patrol outside the harbour. True he did not consider there was much risk in the adventure is borne out by the fact that he took his wife and daughter with him, and all landed safely at Chefoo without having been challenged or stopped by the vessels of either belligerent. According to M. Chaffanjon, there is little or no danger attendant upon any similar attempt at getting away from Port Arthur. Egress is easy, and so he says, by ingress by native sailing craft, which keep the garrison and inhabitants abundantly supplied with fresh meat, fresh fruit and fresh vegetables. The arrival of blockade runners from Chefoo, Wai-hai-wei, and the coast villages in China is an every day event, the junks slipping into port under cover of darkness.

There is a garrison of some 20,000 soldiers with 4,000 to 5,000 sailors on the warships.

There is quite a large number of European civilians, all of whom would be able to leave the fortress and reach Chefoo in the same way as our informant did, but they prefer to remain where they are. Business is not at an absolute standstill, all the trading houses being kept open as usual though with reduced staffs. Provisions of all kinds are plentiful and there are abundant stocks of coal and munitions of war. M. Chaffanjon is of the opinion that Port Arthur could hold out for twelve months longer so far as the food supply is concerned.

That Port Arthur will ultimately fall by storming is very much doubted. Even now, he says, practically all the positions which the Japanese have taken are minor fortifications, none of the main forts having yet fallen into their hands. The approaches to those principal forts are very strongly protected by mines which will prevent their capture except at a terrible sacrifice of life among the assailants.

M. Chaffanjon expresses great admiration for General Stoezel, whose bravery and grand soldierly qualities have gained the hearts of his officers and men and stiffened their backs in the grim determination to hold out to the bitter end. The guns which the Japanese have already mounted on the outside heights are being used almost entirely in fighting the Russian forts and little damage by shell-fire has been done either in the New Town or in the Old Town where the Docks are situated.

Now is the Fleet in such bad case, it appears.

When M. Chaffanjon left Port Arthur there were in the Harbour five big warships—the *Sovietopol*, the *Euzan*, the *Perseverant*, the *Pobeda*, and another of the *Tarantul* class, as well as two smaller cruisers, three or four gun-boats and more than half-a-dozen torpedo-boats—all apparently in fighting trim. There is constant activity in the lighter vessels, which go out every day and patrol the approaches to the port.

Among the inhabitants are numbers of ladies and children. Many of the ladies lend valuable aid in attending to the wounded in the hospitals, which are said to be well organised and efficient. There is practically no cessation in the bombardment of the fort; it goes on almost continuously. But the people in the residential quarters have got so accustomed to it, and it is so seldom that any shells reach their neighbourhood, that they proceed about their every-day business as though never enters into the speculations of anyone in Port Arthur, and much less does the question of surrender. If there is a determination on the part of the Japanese to get inside Port Arthur by hook or by crook there is no less dogged a resolve on the side of the Russian defenders to hold the fort against the enemy's attack till the last gasp.

Speaking on trading matters, M. Chaffanjon

THE CONVICT MUTINY AT MANILA.

The *Manila Cablenews* gives the following account of the pursuit and recapture of some of the escaped convicts:

From the town of Tanauan comes the report of the capture of two more of these bad convicts, both of whom were taken in by constabulary secret service men under the command of Lieutenant Ramos. The fugitives were caught near the Biling Maquinig mountain, into which they were about to enter, making for Cavite, where one of their number at one time resided.

The names of the captured men are Ambrosio Morales and Eugenio Sunlog. The latter of the two is one of the few members of the escaped gang who are not undergoing military sentence. Sunlog is under a sentence of three years imprisonment given by the courts of justice of Cavite on the charge of robbery. He was sentenced October 2 of this year. The majority of the convicts were desperate men undergoing long sentences, many of them having been sentenced to death, their sentences being commuted.

Teovaldo Ojino, one of the worst of the outfit, was a native of Badoc, Hagonoy Norte. With others he formed a band of armed outlaws, and during his many depredations he and his men attacked and burned the pueblo of Ugnas, Badoc. He also killed the peaceable natives with spears and bolos. His sentence was death, but a misguided reviewing authority commuted it to life imprisonment.

Indro Dilag, who was captured at Malabu,

he having been armed at Mule Island after the killing of the guard on the launch *Denver*, was tried by a court martial at Capiz, Panay, December, 1900. He was a member of an armed band of robbers who forcibly entered and robbed the house of Alipio Delin at Pon-vedera, Panay, in August, 1900, and stole money and jewellery and other valuables. He was sentenced to death, but the records do not show that the sentence has been commuted.

Juan Soriano was another leader of outlaws acting in conjunction with and under the order of Vicente Prado. As a leader he ordered and directed many acts of kidnapping, robbery and murder, these acts of violence being practised upon law-abiding men, women and children to whom the crimes were the crimes committed in the name of Vicente Prado that the latter's name became a terror in the provinces of Union and Pangasinan. On one occasion he captured an American soldier private Anthony Gurniak, Co. C. 13th Infantry.

Soriano took his prisoner to the town of Rosario and there stabbed him to death with bolos. He also killed a native policeman and his wife. He seized Santiago Espido, the president of the town of Alava, together with Clemente Zion, the Lieutenant of police. He was sentenced to life imprisonment.

The prisoners tell a tale of terrible hardship and want in their wanderings in the tropical forests. Realising that capture meant a death sentence to some of them and a life sentence to others they did all in their power to evade their pursuers. But all in vain. Only seventeen now remain at large. Most of these are said to be making for the mountain of San Cristobal, and it looks as though it is only a matter of a few days till the remainder will be taken.

RUSSIAN NAVAL EFFICIENCY.

A SIGNIFICANT INCIDENT.

The *Daily Graphic*, correspondent at Sebastopol states:—

A few days ago there returned here from Galatz the armed transport *Persuader* for inspection and, if necessary, overhaul. The inspection was duly made by a senior staff officer, and his report was highly satisfactory, and on many points even eulogistic. On the following day the ship was visited by the Commander-in-Chief, Vice-Admiral Tschukin, who yesterday issued the following Order of the Day:—

"Yesterday made a personal inspection of the *Persuader*. In certain respects I found things satisfactory, but in other, and more essential, respects I found much left to be desired. A great part of the equipment, questioned singly, could tell me nothing whatever of the mechanism of the *Hochs* and other guns. One of the men, who has been on board the ship for six years, did not even know the names of the various guns on board. Petty officers displayed a knowledge much more theoretical than practical. These officers and men would no doubt make excellent private citizens, but they are not fitted for the fighting service of the navy. What is to be said of a man who has been six years on board a warship and is still ignorant even of the terminology of the vessel's armament?"

What, indeed? And yet it is the fact that the Russian navy is largely equipped with men who would make excellent private citizens rather than members of a fighting service.

Admiral Tschukin has, it must be admitted, a polite way of calling his men landlubbers.

A correspondent writes:— "I have reason to know that Russia is using strenuous efforts to increase her navy by sending emissaries to London and Paris to negotiate the purchase of certain South American warships; and that the *Hochs* on the Neva are depleted of men, because most of them have had to join the army, and that even if there were sufficient workmen there is no work because there is no material in St. Petersburg for the building of ships."

"WHITE AUSTRALIA."

The *Straits Times*, referring to a matter about which we recently published a London telegram, says:—

Mr. Bruce Smith, who was to take action in the Australian Commonwealth House of Representatives on the 8th December in favour of allowing the apparently unrestricted entrance of Japanese into that section of the Empire, is a supporter of the Reid Ministry now in power at Melbourne. That Ministry has a precarious footing, with a majority of only two over the Labour Party and its allies in Opposition. It is not likely that Mr. G. H. Reid and his colleagues will risk loss of office by following the lead of Mr. Bruce Smith. The latter's pro-Japanese attitude runs counter to the fixed ideas of most Australians, especially among the Labour Party, to shut out Japanese, as well as other alien Asiatics. The laws to this end were slightly relaxed, the other day, to admit of Japanese of standing and position entering the Commonwealth more freely. But any more radical policy that may be put forward will meet with certain rejection. Australians do not relish the idea of being overrun and swamped by Japanese. The anti-Japanese feeling in the United States is just as bitter, judging from the recent action of the American Labour Party.

That it should not be allowed to remain indefinitely unsettled is most important. That

seems urgent. We have allowed to be referred to the Hague Tribunal the question whether we have violated our neutrality by covering an ambuscade of torpedo-boats by a fleet of trawlers

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Hongkong.

OWNERS OF DOMESTIC BUILDINGS

TAKE NOTICE that under No. 5 of the Domestic Cleanliness and Ventilation Bye-laws (as amended), every domestic building or part of such building within the Western Division of the City of Victoria occupied by members of more than one family must be CLEANSED AND LIMEWASHED THROUHOUT by the owner during the months of November and December.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase—all cubicle partitions—stair casings and stair fittings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed but must be cleaned.

The Western Division of the City lies to the west of Tank Lane and Cleverly Street.

THOS. A. HAMMER,
Secretary.

Dated this 1st day of December, 1904. 2863

HONGKONG PHILHARMONIC
SOCIETY.

THE HONGKONG PHILHARMONIC SOCIETY propose to give a CONCERT shortly at which the Cantata "Revenge" will be performed. The first practice will take place on FRIDAY, the 16th inst., in the ST. ANDREW'S HALL, City Hall, at 5.15 P.M. The Honorary Secretary will be pleased to receive the names of any Ladies or Gentlemen desirous of joining the Society. Applications for membership should be sent in as soon as possible to—

F. F. BOVET,
Hon. Secretary, H.K. Phil. Soc.,
Cars of Messrs. Arnhold, Karberg & Co.,
Hongkong, 9th December, 1904. 2871

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction,

TO-MORROW (SATURDAY),
the 10th DECEMBER, 1904, at 2.30 P.M., at his
SALES ROOMS, Duddell Street,

A QUANTITY OF
JAPANESE CURIOS,
Comprising—

SATSUMA VASES, PLATES AND TEA
POTS, CLOISONNE VASES AND ORNA-
MENTS, PORCELAIN WARE, &c.

SILK EMBROIDERED SCREENS,
&c., &c., &c.

On view from Friday, the 9th December. Catalogues will be issued.

TERMS.—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 9th December, 1904. 2869

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
Taking Cargos at Through Rates to
TAWAO, LAHAD DATU, LABUAN AND
ZAMBOANGA.

THE Company's Steamship

"BOONE,"
Captain E. Muble, will be ready to load for the
above ports on MONDAY, the 12th inst.

For Freight or Passage, apply to

MELCHERS & CO.,
Agents.

Hongkong, 24th November, 1904. 2867

FOR KOBE AND YOKOHAMA.

THE Steamship

"CRAIGEARN,"
Captain Edmonds, will be despatched as above
on FRIDAY next, the 16th inst.

For Freight, apply to

BRADLEY & CO.,
Agents.

Hongkong, 9th December, 1904. 2870

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ,"
of the NORDDEUTSCHE LLOYD,
having arrived, Consignees are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargos will be forwarded unless notice to the contrary be given before 1 o'clock this Afternoon, 8th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 14th inst., at 9.30 A.M.

All Claims must reach us before the 19th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 8th December, 1904. 2865

NOTICE TO CONSIGNEES.

THE Steamship

"CRAIGEARN,"
Captain Edmonds, will be despatched as above
on FRIDAY next, the 16th inst.

For Freight, apply to

BRADLEY & CO.,
Agents.

Hongkong, 9th December, 1904. 2870

NORDDEUTSCHER LLOYD, BREMEN.

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Hongkong, 9th December, 1904. 2870

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Agents.

Hongkong, 9th December, 1904. 2870</p

SHIPPING.

ARRIVALS.

CEYLON, British str., 2,639, C. F. Lockstone, R.N.R., 7th December.—Yokohama 20th November. General, P. & O. S. N. Co.

CHINESE, British str., 1,947, B. C. Edmonds, 7th Dec.,—Kutchanotou 1st Dec., Coal.—Mitui Bussan Kaisha.

JACOB DIEDERICHSEN, German str., 620, B. Olsen, 8th Dec.,—Pakhoi and Hollow 7th Dec., General, Jansen & Co.

MADELEINE RUECKERS, German str., 1,020, S. Simonsen, 8th Dec.,—Baugtou 29th November. Rice—Butterfield & Swire.

NANCHANG, British str., 1,062, French, 8th December.—Taku Bar and Choufu 30th November. Giandomini, Butterfield & Swire.

PALAZ, German str., 1,017, H. Denes, 1st December.—Bangkok 27th Nov., Rice and Wood—Butterfield & Swire.

SEYDLITZ, German str., 4,970, C. Dewars, 8th December.—Bremen 9th Nov. and Singapor 3rd Dec., Mails and general—Meichis & Co.

WHAMPOA, British str., 1,107, Fairbridge, 8th December.—Shanghai 3rd Dec., General, Butterfield & Swire.

YATSHING, British str., 1,423, Solar, 8th Dec.,—Hongkong 5th December, Coal.—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 8th December.

Hainan, British str., for Swatow.

Nanchang, British str., for Canton.

Ornley, British str., for Calcutta.

Saint Hugo, British str., for Singapore.

Whampoa, British str., for Canton.

DEPARTURES.

8th December.

AMARA, British str., for Hongkong.

AVUCA, British str., for Singapore.

C. FERD. LAEBISZ, German str., for Shanghai.

DOTT. NOTTINGHAM str., for Canton.

HONGKONG, French str., for Haiphong.

KWANLOKE, Chinese str., for Canton.

KWEIYANG, British str., for Canton.

KWONGSANG, British str., for Shanghai.

MEYDOO, Chinese str., for Shanghai.

MOYUNE, British str., for Shanghai.

VESSELS IN DOCK.

8th December.

ABERDEEN DOCKS.—KOWLOON DOCKS—U.S.S. "Fathomer," 25th court, Huc Individuel, Vigilant, H.M.S. "Aberdine," H.M.S. "Robin," Jago.

COSMOPOLITAN DOCK.—Argonaut.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship.

"SEYDLITZ,"

OF THE NORDDEUTSCHER LLOYD,

Captain Dewars, will leave for the above places

TO-DAY, the 9th inst., at 9 A.M.

NORDDEUTSCHER LLOYD,

For Further Particulars, apply to

MELCHERS & CO.

Agents.

Hongkong, 8th December, 1904.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

JAPAN—CHINA—AUSTRALIA.

FOR BRISBANE AND SYDNEY,

VIA NEW GUINEA.

THE Steamship.

"PRINZ SIGISMUND,"

Captain D. Lenz, will leave for the above places

TO-MORROW, the 10th inst.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.

Agents.

Hongkong, 23rd November 1904.

STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

THE Steamship.

"BREIS-IZEL,"

will be despatched as above TO-DAY, the

9th inst., 11 A.M.

For Freight & further information, apply to

STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department.

Hongkong, 4th November, 1904.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship.

"HAITAN,"

Captain Crowe, will be despatched for the above

ports TO-DAY, the 9th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, 7th December, 1904.

BRITISH-INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship.

"PUNDUA,"

Captain Thomson, will be despatched as above

on TUESDAY, the 13th inst., at DAYLIGHT.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 6th December, 1904.

NIPPON YUSEN KAISHA.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"YAWATA MARU,"

Captain A. E. Moses, will be despatched for the

above ports on WEDNESDAY, the 14th

inst., at NOON.

For Freight or Passage, apply at the

Company's Local Branch Office in Prince's Buildings,

First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 8th December, 1904.

FOR MARSELLLES, LONDON AND

ANTWERP, VIA SINGAPORE, PENANG,

COLOMBO AND PORT SAID.

THE Bucknall Line Steamship.

"MANICA,"

Captain Leslie, will be despatched for the

above ports on MONDAY, the 19th inst., at DAY-

LIGHT.

For Freight, apply to

A. S. MIHARA,

Agent.

Hongkong, 8th December, 1904.

2863

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

SECTIONS.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

TO BE DESPATCHED

TO BE FREIGHT APPLIED TO

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	TO BE FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON & ANWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	1	P. & O. S. N. Co.	To-day, at 10 A.M.	
LONDON, &c. VIA PORTS OF CALI	NUBLA	Brit. str.	2	P. & O. S. N. Co.	On 17th inst., at Noon.	
AMSTERDAM, LONDON & ANWERP	DIOMED	Brit. str.	3	Young	On 20th inst.	
AMSTERDAM, LONDON & ANWERP	MOYUNE	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 3rd Jan.	
AMSTERDAM, LONDON & ANWERP	HYSON	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 17th Jan.	
AMSTERDAM, LONDON & ANWERP	PRIAM	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 31st Jan.	
MARSEILLES, &c. VIA PORTS OF CALI	TOURANE	Fren. str.	—	MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.	
MARSEILLES, LONDON & ANWERP	MANICA	Ger. str.	—	NIPPON YUSEN KAISHA	On 19th inst., at Daylight.	
MARESILLES, LONDON & ANWERP	P. E. FRIEDRICH	Ger. str.	k. w.	MELCHERS & CO.	On 21st inst., at Noon.	
MARESILLES, LONDON & ANWERP	S. H. LEBISZ	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 19th inst.	
MARESILLES, LONDON & ANWERP	FORST	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 1st Jan.	
MARESILLES, LONDON & ANWERP	von Hoff	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 10th Jan.	
MARESILLES, LONDON & ANWERP	Hildebrandt	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 24th Jan.	
MARESILLES, LONDON & ANWERP	Eblers	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 7th Feb.	
MARESILLES, LONDON & ANWERP	Füller	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 1st Mar.	
MARESILLES, LONDON & ANWERP	Lüning	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 21st Mar.	
MARESILLES, LONDON & ANWERP	Behrens	Ger. str.	k. w.	SANDER, WIELER & CO.	On 29th inst., P.M.	
MARESILLES, LONDON & ANWERP	J. Riley	Ger. str.	k. w.	BUTTERFIELD & SWIRE	On 22nd inst.	
MARESILLES, LONDON & ANWERP	Cadet	Ger. str.	k. w.	BUTTERFIELD & SWIRE	On 20th Jan.	
MARESILLES, LONDON & ANWERP	H. F. Fytton, R.N.E.	Ger. str.	k. w.	STANDARD OIL CO.	To-day, at 11 A.M.	
MARESILLES, LONDON & ANWERP	F. G. Purington	Ger. str.	k. w.	DODWELL & CO. LTD.	About 28th inst.	

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

WEEKLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.
OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"HECTOR".....	On 12th December.	
GLASGOW and LIVERPOOL...	"SOBRALENS".....	On 17th December.	
GLASGOW and LIVERPOOL...	"HYSON".....	On 20th December.	
GLASGOW and LIVERPOOL...	"PELEUS".....	On 27th December.	
GLASGOW and LIVERPOOL...	"PRIAM".....	On 4th January.	
GLASGOW and LIVERPOOL...	"WRAYCASTLE".....	On 5th January.	

HOMEWARDS.

FROM	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP.....	"DIOMED".....	On 20th December.
GENOA, MILLES, HAVRE and LIVERPOOL.....	"NINGCHOW".....	On 22nd December.
AMSTERDAM, LONDON and ANTWERP.....	"MOYUNE".....	On 3rd January.
AMSTERDAM, LONDON and ANTWERP.....	"HYSON".....	On 17th January.
GENOA, MARSEILLES and LIVERPOOL.....	"HECTOR".....	On 20th January.
AMSTERDAM, LONDON and ANTWERP.....	"PRIAM".....	On 31st January.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and N. PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"PELEUS".....	On 28th December.

For freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[10-11]

Hongkong, 7th December, 1904.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI.....	"KUOKIANG".....	On 9th December.
SHANGHAI.....	"YUNNAN".....	On 10th December.
KOBE, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KANSU".....	On 10th December.
SHANGHAI.....	"CHIANGSHA".....	On 12th December.
MANILA.....	"YOCHOW".....	On 12th December.
SHANGHAI.....	"TEAN".....	On 13th December.
SHANGHAI.....	"KWEIYANG".....	On 13th December.
CEBU and ILOILO.....	"WHAMFOA".....	On 14th December.
SHANGHAI.....	"KAFONG".....	On 14th December.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[12]

Hongkong, 8th December, 1904.

OSAKA SHOSEN KAISHA
REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

STEAMERS

LEAVING

[2714]

"M. STRUVE"	SUNDAY, 11th Dec., at Daylight.
"PROVIDENCE"	WEDNESDAY, 14th Dec., at Daylight.
C. CORNELSEN	SUNDAY, 18th Dec., at Daylight.
H. A. HARALDSEN	

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.

Hongkong, 20th November, 1904.

T. ARIMA, Manager. [15]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO.....	2540	R. Rodger.....	Manila.	Sat., 10th Dec., 10 A.M.
EUBI.....	2540	R. W. Almond.....	Manila.	Sat., 17th Dec., 10 A.M.

For Freight or Passage apply to

SHewan, Tomes & Co.,
GENERAL MANAGERS.

[16]

Hongkong, 25th November, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN".....	Captain J. C. Williamson.
S.S. "SOFAL".....	Captain G. A. Shepherd.
S.S. "INDRA SHAMA".....	Captain R. P. Craven.
S.S. "INDRA VELLI".....	Captain S. Cullington.
S.S. "COURTFIELD".....	Captain J. W. Martin.
S.S. "SWANLEY".....	Captain J. P. Dawson.
S.S. "CRANLEY".....	Captain W. E. Steele.
S.S. "IRKAL".....	Captain M. Robertson.
S.S. "ASCOT".....	Captain C. E. Cox.
S.S. "INKUM".....	Captain E. S. Pearce.
S.S. "SIKH".....	Captain J. Rowley.
S.S. "SEALDA".....	Captain Geo. Brown.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

[2030]

Hongkong, 19th November, 1904.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS: ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
STEAMERS.

SAILING DATES.

STEAMERS	WEDNESDAY	21st December
SEYDLITZ	WEDNESDAY	4th January 1905
ROON	WEDNESDAY	18th January
BAYERN	WEDNESDAY	1st February
ZIETEN	WEDNESDAY	15th February
SACUSSEN	WEDNESDAY	1st March
PRINZESS ALICE	WEDNESDAY	15th March
PRINZ REGENT LUFTPOLD	WEDNESDAY	29th March
PREUSSEN	WEDNESDAY	12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY	26th April

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. Victoria.

From Australia, ex s.s. Ocean.

From Calcutta, ex s.s. Sumatra.

From Persian Gulf, ex s.s. B. I. S. N.

and B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before NOON TO-DAY.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT.

Superintendent.

Hongkong, 3rd December, 1904.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"

Captain von Hoff, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from

the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and to pay the cost of the same.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY, the 5th inst.

Any cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst.,

POST OFFICE NOTICES.

In future, deliveries for Postal District No. 11, viz., Albany, Peak Road, will leave the Post Office at 9 a.m., 1 p.m. and 5 p.m., daily on weekdays and 9 a.m. on Sundays.
The *Post*, with the American Mail, leaves Manila on Friday, the 9th at 4 p.m. and may be expected here on or about Sunday, the 11th instant.

MAILS WILL CLOSE

FOR	PER	DATE
Macao	Wednesday	9th, 7.30 A.M.
Canton	Friday	9th, 7.30 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	Friday	9th, 8.00 A.M.
Singapore, Penang and Colombo	Friday	9th, 9.00 A.M.
Swatow, Amoy and Foochow	Friday	9th, 11.00 A.M.
Singapore	Friday	9th, 1.45 P.M.
Macao	Friday	9th, 2.00 P.M.
Singapore	Friday	9th, 2.00 P.M.
Yap, Sajpan, Bok, Ponape, Kussai, Jaluit, Butaritari, Ocean Island, Nauru and Sydney	Friday	9th, 2.00 P.M.
Shanghai	Friday	9th, 3.00 P.M.
Manila	Friday	9th, 5.00 P.M.
Koumoon, Kunchuk, Samshui, Shuihing, Takking and Wuchow	Friday	9th, 5.00 P.M.
Canton	Friday	9th, 5.00 P.M.
Nantao	Friday	9th, 5.00 P.M.
Macao	Friday	9th, 5.00 P.M.
Canton	Friday	10th, 7.30 A.M.
Nantao	Saturday	10th, 9.00 A.M.
Zafiro	Saturday	10th, 9.00 A.M.
Kansu	Saturday	10th, 11.00 A.M.
Suisang	Saturday	10th, 11.00 A.M.
Priaz Sigismund	Saturday	10th, 11.00 A.M.
Heungshan	Saturday	10th, 1.45 P.M.
Yunnan	Saturday	10th, 3.00 P.M.
Jacob Diederichsen	Saturday	10th, 5.00 P.M.
M. Struve	Saturday	10th, 5.00 P.M.
Taschun	Saturday	10th, 5.00 P.M.
Hofu	Saturday	10th, 5.00 P.M.
Wingchau	Sunday	11th, 9.00 A.M.
Kinsan	Sunday	11th, 9.00 A.M.
Mohkide	Sunday	11th, 9.00 A.M.
Zafiro	Sunday	11th, 11.00 A.M.
Kansu	Sunday	11th, 11.00 A.M.
Suisang	Sunday	11th, 11.00 A.M.
Priaz Sigismund	Saturday	10th, 11.00 A.M.
Heungshan	Saturday	10th, 1.45 P.M.
Yunnan	Saturday	10th, 3.00 P.M.
Jacob Diederichsen	Saturday	10th, 5.00 P.M.
M. Struve	Saturday	10th, 5.00 P.M.
Taschun	Saturday	10th, 5.00 P.M.
Hofu	Saturday	10th, 5.00 P.M.
Wingchau	Sunday	11th, 9.00 A.M.
Taschun	Sunday	11th, 9.00 A.M.
Hofu	Sunday	11th, 9.00 A.M.
Paking	Sunday	11th, 9.00 A.M.
Paking	Monday	12th, 3.00 P.M.
Changsha	Monday	12th, 3.00 P.M.
Pundua	Monday	12th, 5.00 P.M.
Pakka	Tuesday	13th, 9.00 A.M.
Capri	Tuesday	13th, 10.00 A.M.

TO-DAY.

Hongkong Regatta, second day.
Extraordinary General Meeting of the Club
Germans, Club House, 5.30 p.m.
Harmston's Circus, Causeway Bay, 9 p.m.
TO-MORROW.
Shoot off, Hongkong Gun Club, 3 p.m.
Hongkong Amateur Dramatic Club, Theatre Royal, City Hall, 9 p.m.
Harmston's Circus, Causeway Bay, 3 p.m. and 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

8th December

ON LONDON.—	Telegraphic Transfer	1.10
	Bank Bills, on demand	1.10
	Bank Bills, at 30 days' sight	1.11
	Bank Bills, at 4 months' sight	1.14
	Credits, at 4 months' sight	1.14
	Documentary Bills, 4 months' sight	1.13
ON PARIS.—	Bank Bills, on demand	2.40
	Credits, at 4 months' sight	2.43
ON GERMANY.—	On demand	1.95
	Bank Bills, on demand	1.95
	Credit, 60 days' sight	1.74
ON NEW YORK.—	Bank Bills, on demand	1.65
	Credit, 60 days' sight	1.74
ON BOMBAY.—	Telegraphic Transfer	42
	Bank, on demand	142
ON CALCUTTA.—	Telegraphic Transfer	142
	Bank, on demand	142
ON SHANGHAI.—	Bank, on demand	718
	Rank, at sight	724
ON YOKOHAMA.—	On demand	933
ON MANILA.—	On demand—Pesos	928
ON SINGAPORE.—	On demand	24 p.c. pm.
ON BATAVIA.—	On demand	115
ON HAIPHONG.—	On demand	1 p.c. pm.
ON SAIGON.—	On demand	1 p.c. pm.
ON BANGKOK.—	On demand	104
SOVEREIGNS, Bank's Buying Rate	\$10.40	
GOLD LIAF, 100 fine, per tael	\$14.70	
EAR SILVER, do oz.	27	
OPIUM.		

7th December.

Quotations are—Allowes not to 1 cent.
Macao New \$100 to \$130 per picul
Macao Old \$1170 to \$1260
Macao Old \$1250 to \$1270
Macao V. Old \$1300 to \$1330
Perian fine quality \$890 to —
Perian extra fine \$900 to —
Patan New \$1125 to — per chest.
Patan Old \$100 to —
Bunras New \$100 to —
Bunras Old \$10 to —

VESSELS EXPECTED.

THE AMERICAN MAIL.
The O. & O. steamer *Doric* leaves Manila for this port on Friday, the 9th Dec. at 4 p.m., and is due here on Sunday, the 11th Dec. at noon.
The P.M. steamer *Manchuria*, from San Francisco to the 19th Nov., via Honolulu, leaves Yokohama for this port on the 9th Dec., s.m., and is due here on the 18th Dec.

THE FRENCH MAIL.

The M.M. steamer *Dembres* arrived at Saigon on the morning of the 8th Dec.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* left Vancouver on Monday, the 28th Nov., p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The P. & O. steamer *Palawan* left Singapore for this port on the 3rd Dec. at 3 a.m.

The steamer *Tezon* left Moji on the 6th Dec. at 1 p.m., and may be expected here on Sunday, the 11th Dec.

The O.F.S. & C.M. steamer *Hector* left Singapore on the 6th Dec. at daylight, and is due here on the 12th Dec. at daylight.

The H.A.L. steamer *Ameria*, from Hamburg, left Singapore for this port on the 6th Dec. a.m., and may be expected here on the 13th Dec. a.m.

The steamer *Arratola* *Apear*, from Calcutta, left Singapore for this port on the morning of the 7th Dec.

The C.P.R. steamer *Athenian*, from Vancouver, arrived at Yokohama at 9 a.m., Thursday, the 8th Dec.

The O.S.S. & C.M. steamer *Ulihau* left Vladivostock on the 2nd Dec. at daylight, and may be expected here on the 24th Dec.

The Boston S.S. Co.'s steamer *Shawmut* left Seattle for Japan ports, and may be expected here on the 23rd Nov.

The Boston S.S. Co.'s steamer *Tremont* left Seattle on the 23rd Nov. for Japan, Shanghai, Hongkong and Manila.

Amoy, 3rd December, 1903.

15 or 20guineas Chinese.

JOINT STOCK SHARES.

Hongkong, 8th December.

COMPANY.

PAID UP.

QUOTATIONS.

Banks		
Hongkong & Shansi	\$125	4715, buyers
Nat'l. Bank of China	28	329, sellers
B. Shares	25	369, sellers
Foun. Shares	25	410, buyers

Insurance		
Union	\$100	370, buyers
China Traders	25	654, ex div.
North China	15	1m. 10s.
Yangtze	50	150.
Canal	50	260.
Hongkong Fire	50	383, buyers
China Fire	50	190, buyers

Steaming & Toys		
H. Canton and M.	\$10	229, sales
Indo-China S. N.	15	315, sellers
China and Manch.	10	224.
Douglas Steamship	50	344.

Star Ferry		
Shel. Transport & Tracing Co.	£1	24s, sales

Refineries		
China Sugar	\$100	223, sellers

Mining		
Charbonnage	£250	490.

Cotton Mills		
Ewe	£10	25, buyers & sellers

Docks Etc.		
W. & D. Dock	£60	217, sales

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